



IGTC 2010 SEASON RULES

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A. EVENT INFORMATION

1) Each team's manager must post in each event's pre-race confirmation thread to declare their team's status for said event. In this post, each manager must declare the team race roster as described in rule B1.2. This confirmation thread will be posted no fewer than 7 days prior to the event. Managers must confirm their team's entry within 48 hours of event start. Teams may make post-confirmation lineup changes up to the start of the race, provided they notify the admins when they make a change. Changes made after the start of the race will incur a SG penalty.

2) Events are held on Saturdays roughly on a monthly basis and are scheduled to last from 18:00 UTC to 23:00 UTC, with the exception of the season-ending 8-hour race.

2.1) Events begin at 18:00 UTC with a 30 minute qualifying session.

2.1.1) The 8-hour race will begin at 14:00 UTC with a 30 minute qualifying session.

2.2) Drivers are given a 20 minute break between Qualifying and Race sessions, from 18:30 to 18:50 UTC.

2.2.1) In the 8-hour race weekend, the break is from 14:30 to 14:50 UTC.

2.3) Races are scheduled to begin at 18:50 UTC and last for 4 hours.

2.3.1) The 8-hour race begins at 14:50 UTC and lasts for 8 hours.

3) Events will be run with the lighting settings indicated on the schedule.

3.1) Wind settings for each event will be posted 24 hours prior to the start of the event. These settings will be determined by checking weather forecasts for the location that most closely approximates the venue's real world location. Wind settings will be limited to Low Wind or No Wind.

B. TEAMS

1) Teams must publish and maintain their car choice, from the GTR class, for the season and a **team roster** of a minimum of 2 drivers in the forum signup thread. There is no maximum number of drivers for the team roster.

1.1) During each round, a car may be driven by a minimum of 2 and a maximum of 4 drivers.

1.2) Prior to each round, a team must post a **race roster**. This roster must include a minimum of 2 to a maximum of 4 primary drivers and a maximum of 2 reserves from the **overall team roster**, as posted and maintained in the signup thread. Therefore, for each event a team has a pool of up to 6 drivers from which to produce its raceday lineup. No single driver may drive more than 70% of the race distance as calculated by the tracker.

1.3) Each team must appoint a team manager and vice manager. Changes to overall team rosters and postings of race rosters will only be accepted from a team's manager or vice manager.

1.4) Due to the GTR class imbalances a weight penalty may be applied to any of the cars in the GTR class. The information for the penalty will be available on the IGTC forums and website.

2) Drivers may only represent 1 team per event.

2.1) Teams may not bring in "ringers" (drivers who are not permanent members of the team) to race in IGTC events. However, teams that are formed from members of more than one existing LFS team for the sole purpose of competing in the IGTC *are* allowed.

3) A team may only use drivers who are signed up on its current team roster. Violating this rule will lead to an automatic disqualification (DQ). If a team wishes to change their team roster in advance of a race, they must do so no later than 24 hours before the start of the event.

4) Should the admins deem multiple-car entries possible, a team may field no more than 2 cars per race.

4.1) Teams fielding 2 cars may use a different model for each car. However, teams may not change models mid-season unless otherwise instructed by series admins.

4.2) If a team chooses to use the same car model the skins must be significantly different.

5) If the field is full and the waiting list is not empty, a team that misses 2 consecutive races or a total of 3 races in the course of the season without officially withdrawing will be demoted to the bottom of the waiting list. In such an event, the team at the top of the waiting list will be added to the active teams list.

5.1) If a team states that it cannot start a given event, or if a team fails to confirm its entry by the deadline, approved teams on the waiting list will be given the opportunity to race

in the order they appear on the list. If the top team on the waiting list cannot race, the next team will be offered the spot, etc etc.

5.2) A team that fails to post its confirmed race roster by the stated deadline will have its qualifying time disallowed and will start from the rear of the field. If more than one team misses the deadline, these teams will be gridded in order of points standings.

C. SKINNING AND DRIVER NAMING

1) Team skins must display the IGTC plate on the front (hood/bonnet) and both sides of the car, bearing the team's number at a readable size. Number plates are not required on the rear of the car. Team numbers can be found in the team section of the IGTC website and in the forum. Skins must also use the provided IGTC sunstrip.

1.1) Uncorrected failure to use the sunstrip and/or number plates appropriately during qualifying will result in a rear-of-grid penalty as described in rule F5. Incorrect skin configuration during a race will result in a DT penalty.

2) Driver names should be formatted in the following manner:

XX [First initial].[Last Name]

for example

01 J.Smith

Where “XX” is the team's car number. Car number must be in white. Team colors may be used in the rest of the name, if so desired. All drivers from a team should use the same naming color scheme.

3) Failure to properly format one’s name in a race session will result in a DT penalty.

D. PENALTIES

1) In-race Penalty Scale:

Level 1: Drive-through (DT)

Level 2: Stop and Go (SG)

Level 3: 45 Second Penalty (45S)

Level 4: Black Flag (DQ)

2) After-race Points Penalty Scale:

Category 1: 2-point penalty (C1)

Category 2: 5-point penalty (C2)

Category 3: 10-point penalty (C3)

3) Cars issued a DT, SG, or 45S penalty must complete the penalty within 10 minutes, or the given penalty will be upgraded to the next level of severity.

3.1) Drivers given a penalty with less than 10 minutes to go in the race must complete it before the final lap. Infractions on the final lap will not be punished with an in-race penalty, but will result in a post-race time penalty commensurate with the corresponding in-race penalty.

3.2) A repeated offense will receive a penalty of the next highest level of severity. Escalation beyond 45S will result in a DQ.

4) Drivers issued a DQ penalty (black flag) should return to the pits and go to spectate within 1 lap. Failure to do so may result in exclusion from future series participation.

5) Penalties for actions committed by drivers coming into the server (i.e., for driver changes) will not be handed out to the active driver. These penalties will be given to the incoming driver after he has taken over the car.

E. OBJECTIONS

1) Drivers and managers are encouraged to protest incidents during the course of the event. To do so, a team representative should make a post in the event's race report thread in the following format:

Car Numbers:

Lap/Time:

Description of incident with link to video or [mprEdited](#) replay download:

- 1.1) The incident will be investigated by the marshals and a verdict will be posted as a reply to the original protest.
- 2) If a team is unable to lodge a protest during the course of the race, a protest may be made post-race. Drivers and managers have 48 hours from the end of the event to post their protests, in the format described above.
 - 2.1) The objection will be forwarded to the team manager of the accused team, who may offer a rebuttal. Marshals will then weigh the protest and rebuttal and a verdict will be delivered. The marshals will use all available evidence in making their decision.
 - 2.2) Penalties delivered due to an objection will be points penalties and will not (except in extreme circumstances such as disqualifications) affect the final standings of the event.
- 3) Frivolous objections are strongly frowned upon and may lead to penalties.
 - 3.1) Only teams directly involved in an incident or infraction may make an objection.
 - 3.2) Teams suspected of intentionally delaying a protest in order to produce a points penalty may be subject to disciplinary measures.
- 4) Post-race objections may be lodged regarding incidents in qualifying, but will not result in points penalties. These incidents may result in official warnings, probation, or exclusion from the next round's qualifying period.
- 5) Verdicts are final and may not be protested.

F. QUALIFYING CONDUCT

1) Drivers must do everything in their power not to impede the progress of another driver's hotlaps.

1.1) Drivers on out-laps or in-laps should never interfere with drivers on hotlaps.

1.2) Drivers exiting the pits during qualifying should wait until the track is clear before joining the racing line.

1.3) Drivers should not exit the pit lane if there is not enough time remaining in the session to complete another hotlap.

1.4) If caught by the admin team, incidents resulting from drivers disregarding rules F1-1.3 will result in the deletion of those teams' qualifying times. These teams will then start from the rear of the grid.

2) Each car may be driven by only 1 driver in each qualifying session. This driver does not have to start the race, but must drive at some point during the race.

3) Shift-P and Shift-S may not be used in qualifying except to end one's session. For new tires or additional fuel, drivers must enter the pit lane and make a pit stop. No setup changes can be made aside from those in the F11 and F12 menus. Drivers may Shift-P or Shift-S and return to pit lane, but must not exit the pit lane.

3.1) Drivers who run out of fuel on-track should spectate immediately and remain in spectator mode until qualifying has finished.

3.2) Teams using Shift-P or Shift-S and subsequently exiting the pit lane will be placed at the rear of the starting grid.

4) Drivers who excessively cut the course during qualifying in order to gain an advantage (as defined in rules H4 and H4.1) will have their lap times deleted and will start the race from the back of the grid.

5) Drivers who receive on-track penalties during qualifying (speeding in pits, etc) are asked to serve them during qualifying. Penalties that are not served during the qualifying period will be reapplied during the race.

6) Teams who commit rules infractions during qualifying will be placed at the rear of the grid in the following order:

1. Teams who chatted during qualifying (in chronological order)
2. Teams who used incorrect skins in qualifying (in order of qualifying time)
3. Teams who failed to confirm entry on-time (in order of confirmation)
4. Teams who violated rules F1-1.3 (in chronological order)
5. Teams who qualified with incorrect ballast (in chronological order)

G. RACE RE/START CONDUCT

1) Races are re/started behind a safety car (hereafter SC), driven at roughly 100kph (62mph), in single file. All drivers must leave a comfortable gap (we recommend at least 3 car lengths) to the car ahead during the re/start lap, and must drive respectfully and with control.

1.1) In the event that the field is unevenly spaced as it approaches the green flag, the marshals may instruct drivers to close up to or back off from the car ahead, or in extreme cases may decide to wave off the re/start. In this case the field will complete another lap behind the SC before taking the green.

2) When the SC enters the final sector, it will quickly accelerate away from the field and enter the pit lane. At this point the lead car should begin to gradually accelerate. The lead car should not brake (except in the case of natural braking points) once it has begun to accelerate. Once the lead car has entered the designated green flag zone, the green flag may be displayed.

2.1) Once the green flag has been displayed, drivers are free to overtake.

2.2) Drivers judged to have jumped the start, to have lagged back and subsequently gained a significant speed advantage on a restart, or to have begun an overtaking maneuver before the green flag is shown will be punished with a DT penalty, or a C1 penalty if protested post-race.

3) Drivers who spin during a SC lap must blend into the queue in the position at which they recover. If necessary, a marshal will direct the driver as to which position to assume. Drivers who attempt to re-take their original position after spinning will be subject to a DT penalty. All such incidents will be investigated and if the spin is determined to have been caused by another car, that car will be penalized with a DT, SG or C2 penalty, depending on the severity of the incident.

4) Drivers may weave to warm their tires during SC laps however hard accelerating and braking is strictly forbidden. Repeated and willful violations of this rule may receive a DT penalty. This infraction may not be protested post-race.

H. GENERAL RACING CONDUCT

1) Drivers must overtake in a safe and respectful manner, including giving reasonable space in order to account for lag. Drivers should have at least a half-car overlap on another car before committing to an overtaking manoeuvre. Cars ahead on corner exit are entitled to take the racing line, but only if cleanly ahead of the trailing car.

2) When defending a position, drivers may make 1 move off and 1 move back on to the racing line, always remembering to leave room to account for lag.

3) Drivers attempting to un-lap themselves must follow Rule H1. Leaders who are defending against a lapped car must follow Rule H2.

4) Drivers may put up to 2 tires off of the racing surface in order to overtake or gain time. Excessive cutting of the course (3 or more tyres off track in an attempt to gain an advantage), if seen by a race marshal, will result in a DT.

4.1) The “racing surface” is defined as all areas that are asphalt, concrete (including green sections), or curbing. Raised, perpendicular “speed bump” curbing is not included.

4.2) In certain cases (such as the infamous oval chicane at Kyoto GP Long) special rules may be put in place to prevent cheating.

5) An incident resulting from a driver’s failure to abide by rules H1 through H3 will result in a DT or SG penalty (depending on the severity of the incident) for the offending driver if caught by marshals. If successfully protested post-race, this infraction will receive a C1 or C2 penalty (again depending on severity).

6) Drivers must remain between the pit exit lines as defined by the event layout when exiting the pits, under all circumstances. Failure to abide by this rule will result in a DT if caught by the marshals.

7) Cars that are significantly damaged or damaged in such a way that they lack control and pose a threat to other cars on-track may be called to the pits for repairs by the marshals. In such cases, drivers will have 3 laps to comply with the order, after which they will be DQ'd.

8) A race ends when the *leader* crosses the start/finish line after the allotted race time. Drivers must continue driving until the yellow “FINISHED” text is displayed at the top of the screen. Failure to do so will result in a DNF.

8.1) After completing the race, drivers should come to a gentle stop at the first corner of the track. The podium finishers must assemble at the start-finish line for a podium shot once the final car has crossed the finish line.

I. BLUE FLAGS

1) When being lapped, a driver is expected to drive a normal racing line and avoid erratic movements that may confuse lapping drivers. Under no circumstances should a driver being lapped slow excessively while entering or in the middle of a corner.

1.1) The lapped driver must yield position upon the first properly-presented overtaking manoeuvre by the lapping car. A properly-presented overtaking manoeuvre implies that the lapping driver is close behind the lapped driver, “shows a nose” to indicate his intentions, and follows through cleanly while leaving sufficient room for the lapped car.

1.2) A driver who has been successfully lapped **must not** attempt an immediate re-pass unless it cannot be avoided.

2) As the in-race running order is often incorrect, teams are expected to monitor the tracker and LFS Remote in order to provide their driver with information regarding the status of lapped or lapping cars. Ignorance of a lapping or lapped car’s position in the running order is not an acceptable excuse for blocking.

3) Lapped drivers **must not defend** against overtaking manoeuvres presented by lapping cars. Any defensive manoeuvre will result in a DT penalty. A defensive manoeuvre resulting in contact will result in a SG penalty.

4) Lapping drivers must use caution when overtaking lapped cars. Over-aggressive or poorly-presented overtaking attempts resulting in contact will result in a SG penalty as described in rule H5.

5) Teams found guilty of multiple instances of blocking in a single race may face points penalties, probation, or suspension, as may teams found guilty of multiple incidents resulting from a lack of respect for lapped cars.

J. DRIVER CHANGES

1) Each team may execute a maximum of 3 driver changes(6 in the 8 hour race) per race, per car . Driver changes resulting from disconnects will not count toward this total.

1.1) Each team must execute at least 1 driver change per race, per car. See rule B1.

2) When a driver change is completed, the exiting driver must leave the server in a timely fashion. Failure to abide by this rule may result in a DT penalty for the offending team.

2.1) During a driver change, the incoming driver should only join the server once the team car is on its in-lap.

K. SAFETY CAR / FULL-COURSE YELLOW CONDUCT

1) The SC **will** be automatically deployed by race control if:

- A car is stranded in the gravel
- A car is out of fuel and cannot return to the pits under its own power
- A car is flipped anywhere on the course
- A portion of the track is badly obstructed or an incident involves a large number of teams

The SC **will not** be *automatically* deployed by race control if:

- A car blows a tire
- One or more cars are involved in a non-flipping incident

1.1) For each round, a minimum number of laps per SC period will be announced in the drivers' meeting thread. This figure will be scaled to the track's length and the rate of tire cooling, but will also take into account the time required to catch the field after pitting.

1.2) If a car is stuck in the gravel or is out of fuel when the SC is deployed, the stranded driver must wait to be pushed out of the gravel or back to the pits by the push car. Drivers returning to the pits under their own power following such an incident must drive within the limits of the damage to their car.

1.3) If a car is flipped onto its roof or side and unable to right itself, the stranded driver must remain in the race until the SC has collected the field and the admins instruct the driver to spectate. Failure to abide by this rule will result in a C1 penalty.

2) When the SC is deployed, the track is under a full-course yellow condition and the field is frozen. As such, drivers are to cease racing for position, fall in line, and gently decelerate while maintaining position.

2.1) Overtaking under a full-course yellow will result in a DT if caught by the marshals unless the overtaking driver promptly relinquishes the position. This includes re-taking position after spinning, as described in rule G3. If successfully protested post-race, this infraction will receive a C1 penalty.

2.2) When the SC exits the pits it will pick up the race-leading car. If the leader inadvertently passes the SC after it has exited the pits, the driver must slow carefully and allow the SC to re-pass.

2.3) Drivers ahead of the race-leading car at the time of the full-course yellow may pass the SC and continue around the circuit to re-join the end of the queue. These drivers may not race one another.

2.4) When the SC crosses the line on the first full SC period lap, all lapped cars between the leader and the last lead-lap car will be instructed by the race marshals to pass the leader and proceed to the rear of the queue, maintaining relative position. These cars will

be given adequate time under the SC period to perform a pit stop, but should not pit before being waved around.

2.5) On the subsequent restart, all waved-around cars as described in Rule K2.4 must start at the rear of the queue, behind all cars that were either on the lead lap at the time of the yellow flag, or that were not waved around. This does not apply to cars that fall under the jurisdiction of Rule K2.3.

2.6) Any deliberate rough driving under the SC period will result in a SG penalty once racing resumes. If successfully protested post-race, this infraction will receive a C2 penalty.

3) Driver changes and other pit stops are allowed at any time under SC periods.

3.1) Once the SC has exited the pits, collected the field, and passed the pit exit on-track, the pit exit is **closed**. The pit exit re-opens once the last on-track car in the SC queue has passed. Pitting drivers must form a queue at pit exit and wait until the exit status indicator at the bottom middle of the screen changes to "OPEN." They may then exit the pits and join the SC queue. Exiting the pit lane while the indicator reads "CLOSED" will result in a DT penalty. As prescribed by rule K2, you may **not** pass another car after exiting the pits. If successfully protested post-race, this infraction will receive a C1 penalty.

3.2) A car may serve a DT, SG, or 45S penalty under SC conditions, but must fall to the rear of the field after exiting the pits. If more than one car serves a penalty at the same time under SC conditions, these cars must join the rear of the field in the order in which they exited the pits.

4) Drivers may not weave under the SC period in order to warm their tires, as the risks associated with this behavior outweigh the possible gains. Repeated and willful violations of this rule may receive a DT penalty. This infraction may not be protested post-race.

L. DISCONNECTS

1) If a driver is disconnected, the team's car may rejoin the race. The IGTC tracker will continue to calculate the team's total laps and place them accordingly in the standings.

1.1) Drivers who disconnect will be credited with the last lap completed prior to the disconnect.

1.2) Disconnects will be closely monitored for suspicious activity. A team must never gain time from a disconnect. Time gained in this manner will be countered with time penalties. Repeated or flagrant uses of disconnects to gain time will be met with C3 or greater points penalties, suspension, or exclusion from future series participation.

2) Drivers exiting the pits following a disconnect must take care to exit safely and without endangering other cars occupying the pit lane. Incidents resulting from failure to do so will result in a SG penalty if caught by the marshals, or a C2 penalty if successfully protested post-race.

M. DNFs

1) DNFs will result from:

- Being stranded on one's roof/side
- Exiting the racing area (either stranded outside the fence or "took the wrong route")
- Using Shift-P or Shift-S and re-joining the race.

2) If a team DNFs, it will get credit for the last lap completed prior to the DNF.

3) All teams who DNF will be classified behind all finishing teams in the final standings. The IGTC tracker will classify these DNFs amongst themselves according to laps completed and on-track position.

- 3.1) All teams who are DQ'd will be placed behind all teams who DNF in the final standings, and are ineligible for points.

N. FORCE MAJEURE

1) A state of *force majeure* is in effect when the primary race server's connection crashes and the race must be restarted.

2) In cases of *force majeure*, the race will move to the designated backup server and be restarted.

2.1) An interrupted race will be restarted with the time remaining rounded to the nearest hour. If 15 minutes of a race are completed before the server crash, the race will be restarted with 4 hours remaining. If 30 minutes or more of a given race hour are completed, that hour will be counted as completed--i.e., a race in which the server crashes at 1:30 or 1:31 will be restarted with 2 hours to go, whereas 1:29 would mean 3 hours to go.

2.2) The grid for a restarted race will be set using tracker data. Furthermore, all IGTC admins and marshals will have auto-save enabled as a backup.

2.3) Restarts following a server crash will be handled in the same manner as a normal race start. See rules G1 to G4.

O. POINTS SYSTEM

1) Championship points system:

1st	50
2nd	40
3rd	35
4th	32
5th	30
6th	28
7th	26
8th	24
9th	22
10th	20
11th	19
12th	18
13th	17
14th	16
15th	15
16th	14
17th	13
18th	12
19th	11
20th	10
21st	9
22nd	8
23rd	7
24th	6
25th	5
26th	4
27th	3
28th	2
29th	1

2) Bonus points:

2.1) Any car that competes in all rounds without DQ will receive 10 bonus points at season's end.

3) In the event of a tie in the final points standings, the position in question will go to the team with the most wins. If neither team has a win, the position goes to the team with the most second place finishes, etc.

P. COMMUNICATIONS

1) During each event, admins and marshals will be available in the IRC channel #IGTC @ Gamesurge. Each team must have a representative present on this channel during each race to facilitate easy communication with series admins. Failure to have a representative present when needed will result in a C1 penalty.

2) During each event, the admins and marshals will be available on CoRe Racing's Ventrilo server. Team leaders may access the server to speak to admins regarding on-track issues. Due to a limited number of slots, we ask that you be brief and do not linger on the server.

2.1) Ventrilo server information:

Hostname: ventrilo3.ecgnetwork.com

Port: 3752

Server Name: CoRe Racing

Server Password: chatwithcore

3) Drivers involved in an incident affecting a large portion of the field, drivers flipped on course, and drivers stuck in a gravel pit are encouraged to use the SC Alert bind (\$SC) to alert the marshals. Misuse of this bind may be penalized at admin discretion, and so should be used only when necessary. We recommend that you bind this command to a wheel button or an ALT/CTRL-F button.

Q. MISCELLANEOUS

1) Chatting is strictly forbidden during Qualifying and Race sessions. This includes binds, intentional chats, and blocking/unblocking of messages. Violations of this rule during qualifying will result in a rear-of-grid penalty as described in rule F5. Infractions during the race will result in an immediate DT penalty.

2) Race control messages will be broadcast both as center-screen large text (normal RCMs) and as admin chat text, in order to bypass the situation in which a blue flag message overrides race control messages.

2.1) Race control messages and the corresponding chat text are color-coded to help drivers recognize them in the heat of battle. Yellow flag and SC messages will be displayed in **yellow** and the green flag message will be displayed in **green**.

- 3) In situations of extreme lag, marshals will ask a lagging driver and/or his team to fix the problem. From the time of notification, the team has three laps to fix the situation or make a driver change. After the three laps have expired, if the problem is not fixed the car will no longer be scored. If the lag persists, the driver will be kicked for the safety of the other teams.
- 4) Any drivers found to be using game hacks will be permanently disqualified from all IGTC events following their discovery. Any events they have participated in will see their team lose all points for that event.

Note: Common sense is to be used regarding the rules. Teams who discover an unseen loophole should bring it up prior to an event, so that the event organisers can give a ruling on it. Participants in the series are expected to respect the marshals' decisions and accept their rulings. Team Leaders, please make sure that all of the members of your team have read and fully understand the rules. The rules are subject to change throughout the season--all drivers are asked to re-read the rules prior to each event.